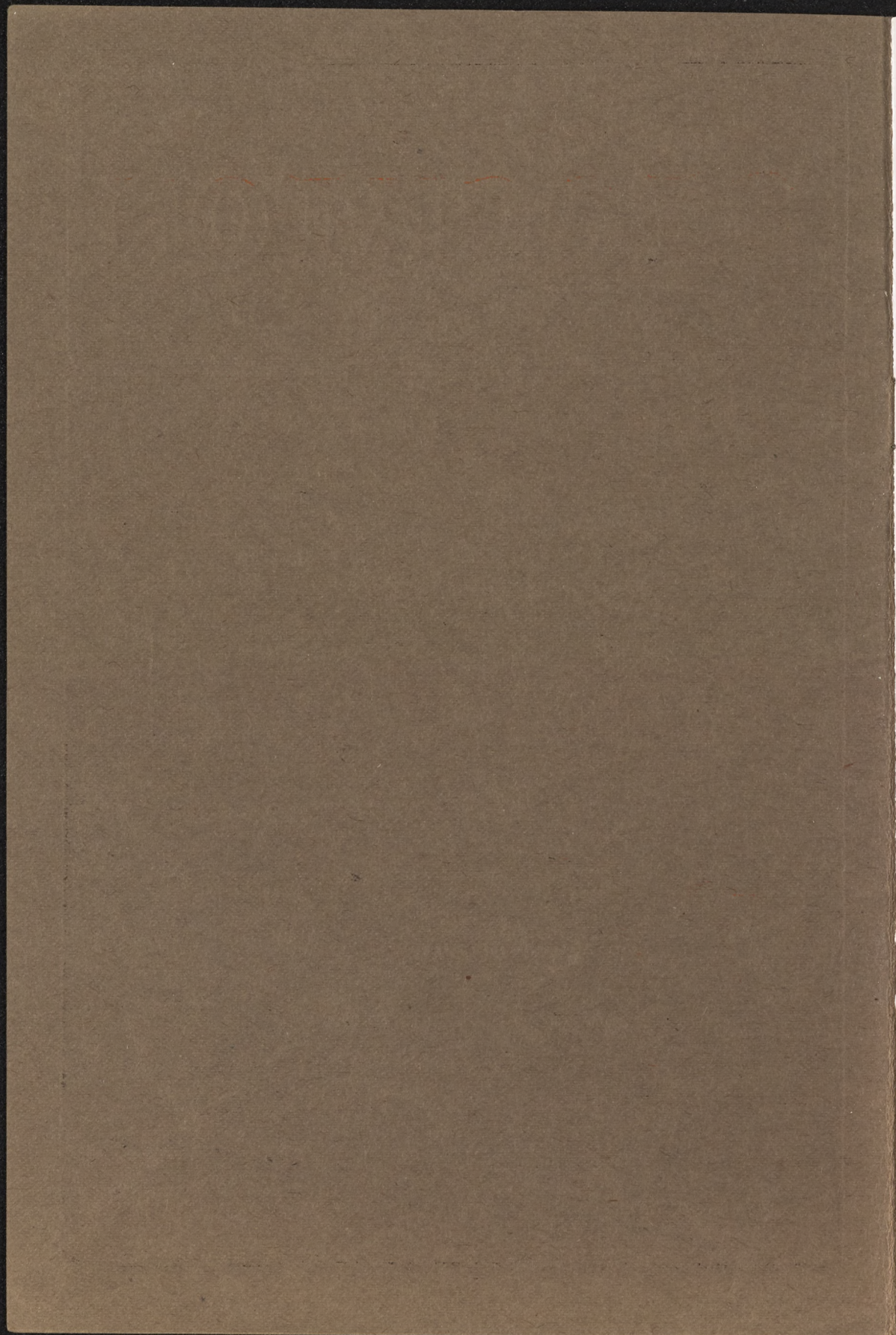


*The*  
**STOCKTON**  
**TWO PLOW TRACTOR**



T6Z







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# The “Stockton”

## TWO-PLOW TRACTOR

**T**HE facts concerning the “Stockton” two-plow tractor can be stated in a few words—it is a light, sturdy, durable, economical and simply constructed farm tractor. The “Stockton” design, which incorporates these good features, was made only after months of hard work and study by men with years of tractor manufacturing and selling experience.

Government and farm publication analysts have carefully developed a roll-call of tractor features of construction that are considered *necessary* for efficiency on the American farm. They have spent years and much money determining these items. The “Stockton” tractor engineers have brought together these *necessary* features of construction and built a tractor they consider an honest, practical, economical power unit for farm work.

Experiments with the “Stockton” under every sort of condition—in soft earth—in hard, sticky, sandy soils—and over broken surfaces—have proved its durability, dependability and simplicity, both of construction and operation.

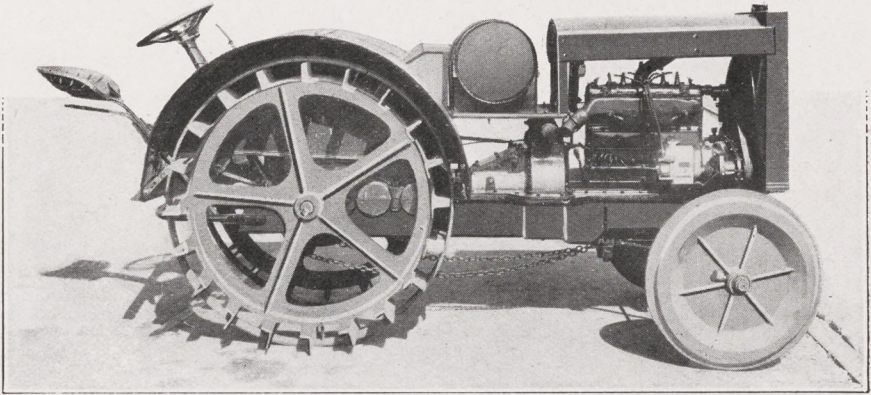
In it are incorporated all those salient features considered *necessary* by Nationally known tractor investigators.



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THE "STOCKTON" SERVES YOU WITH CONSTANT POWER

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*Exhaust Side of "Stockton" Tractor*

But in addition to all these basic features, the "Stockton" keeps faith with the farmer by three additional features.

*First*, it delivers an unusual power rate through a correct gear reduction.

*Second*, it is built narrow—the narrowest tractor on the market in its field—giving it the opportunity to work in rows where other machines cannot work.

*Third*, its low-hung, oscillating draw bar gives flexibility to the implement hitch and keeps the plow in the ground over uneven surfaces.

Here are tractor service features that go beyond previous tractor construction. Here are features embodied in the "Stockton" only because it was recognized that the farmer *needed* them in his business. The "Stockton" was built first and last for the farmer—for every day farm work. From the farmer's standpoint it is practical, economical and efficient.

***A Standardized Farm Power Unit.***

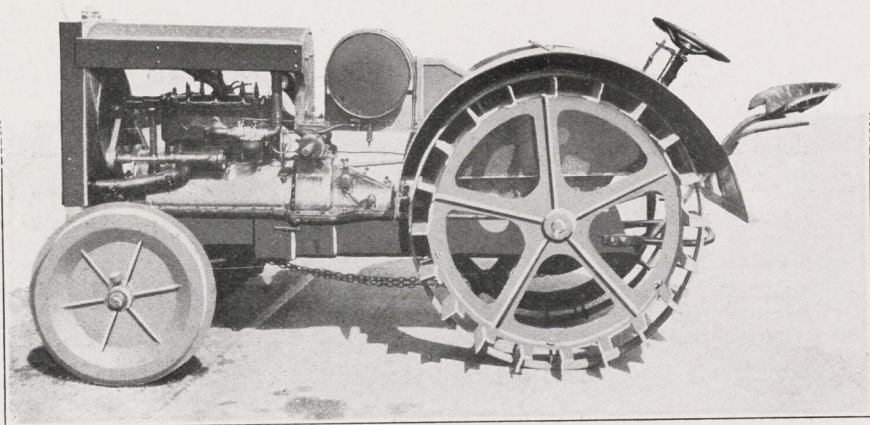
The "Stockton" does not claim any startlingly new departure in construction, but many *improvements* have been built into it. Standardized parts are used—you know them, every good mechanic knows them—they have received the approval of a Nation from their records



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## "STOCKTON" WHEELS ASSIST IN SOIL CULTIVATION

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*Intake Side of "Stockton" Tractor*

of service rendered. The correct combination of such items of engineering skill have made the "Stockton" instantly responsive and easy to operate.

The drive wheels of the "Stockton" are so constructed as to give maximum traction without packing the soil. Every available ounce of power is delivered to the drawbar. It will pull plows wherever plows should go.

The "Stockton's" record speaks for low up-keep costs. It is a steady, sturdy, dependable, simple tractor.

The "Stockton" is light, low, short and narrow—it has a short turning radius—it gives good traction in every soil—it is ideal for row plowing—it will take care of farm belt-work—it *is built for the farmer and his farm.*

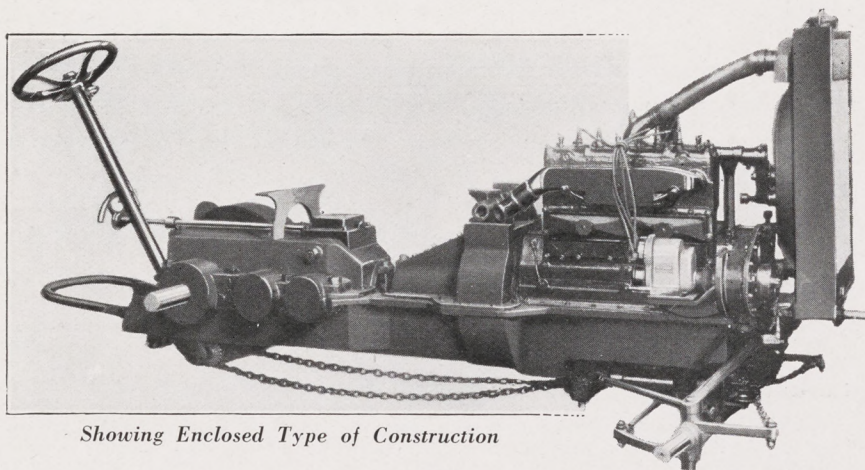
Examine the following details of construction of the "Stockton." You will recognize many of them as standardized features—others will appeal to your common sense. Each is given its place in the "Stockton" tractor only because it is worthy and capable of giving honest service under every condition.



### *Protecting the Machine From Dust.*

The body of the "Stockton" is one unit, amply heavy and securely fastened. All working parts of the tractor are absolutely inclosed. The frame is so designed that each unit of the driving power is in a separate compartment—*sealed* from dust and grit. The compartments are also so arranged that heat from the motor cannot reach the transmission or other working parts. To more thoroughly protect the motor, all air is clarified before entering the carburetor by a device that has proved effective in active use.

Each part of the tractor power unit is easily accessible by a few turns of an adjustable wrench.



*Showing Enclosed Type of Construction*

### *The Motor.*

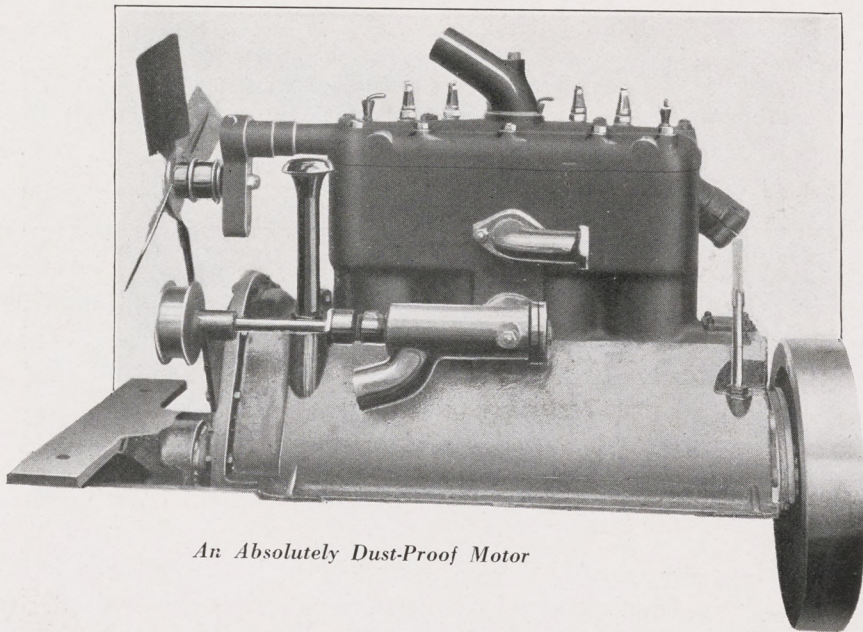
The motive power of the "Stockton" is furnished by a Herschell-Spillman tractor type motor, four cylinders cast en block, three and one-quarter inch bore and five inch stroke. It develops 16.9 horse-



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"STOCKTON" WHEELS WILL NOT PACK THE SOIL

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*An Absolutely Dust-Proof Motor*

power at its normal speed of 1100 revolutions per minute. This motor is well known and its dependability firmly established.

The unusual reserve power that this motor delivers to the drawbar is greatly augmented by the tractor's light weight, its construction along proper engineering lines and its being equipped throughout with Hyatt roller bearings. The "Stockton" attains a greater percentage of its developed horse-power at the drawbar than is secured by any other tractor. The gear ratio is 75 to 1.

### *The Clutch.*

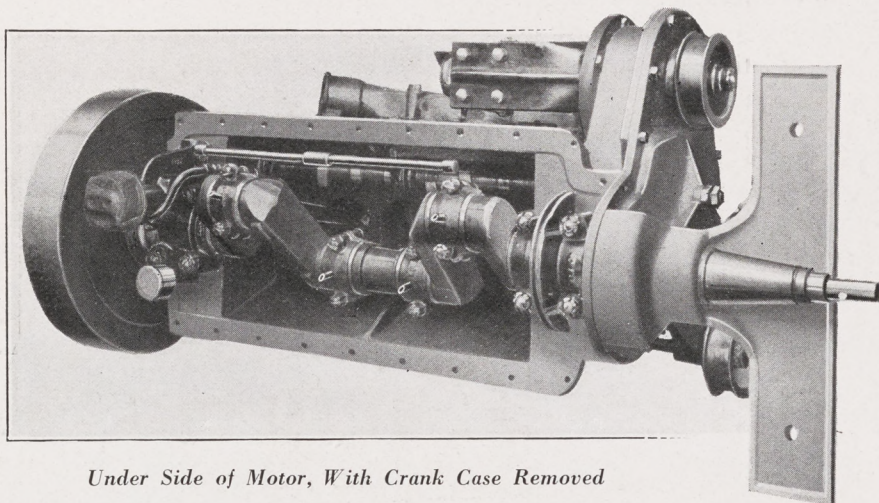
The clutch, like all the mechanism of the "Stockton," runs in oil. It is an adaptation of the earliest multiple-disc type designed for marine service, where it has been used continuously and successfully ever since its introduction.



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ALL AIR THAT ENTERS THE MOTOR IS "CLEANED"

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*Under Side of Motor, With Crank Case Removed*

After severe usage, extended over a long period, it has been found that the "Stockton" picks up motion, forward or reverse, practically equal to an automobile. This is a forceful illustration of the effectiveness and durability of this clutch.

### *Spirex Radiator.*

The Spirex radiator was found to be exactly the radiator for the "Stockton" power units. It is made of extra heavy copper stock throughout and the water channels are of one piece construction—there is but one seam, lapped and soldered inside and out. A 3-16 inch face of solid metal, front and back, insures durability, adds strength and makes the Spirex practically leak-proof. This radiator is made to dissipate the tremendous heat of powerful internal combustion engines on trucks, airplanes and tractors. It is a cooling system of unusual merit and unusual efficiency.

### *Berling Magneto Equipment.*

The Berling magneto used on the "Stockton" is the magneto specified as standard equipment for the Liberty motors used by the United



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## THE "STOCKTON" DRIVE-WHEELS ARE SELF-CLEANING

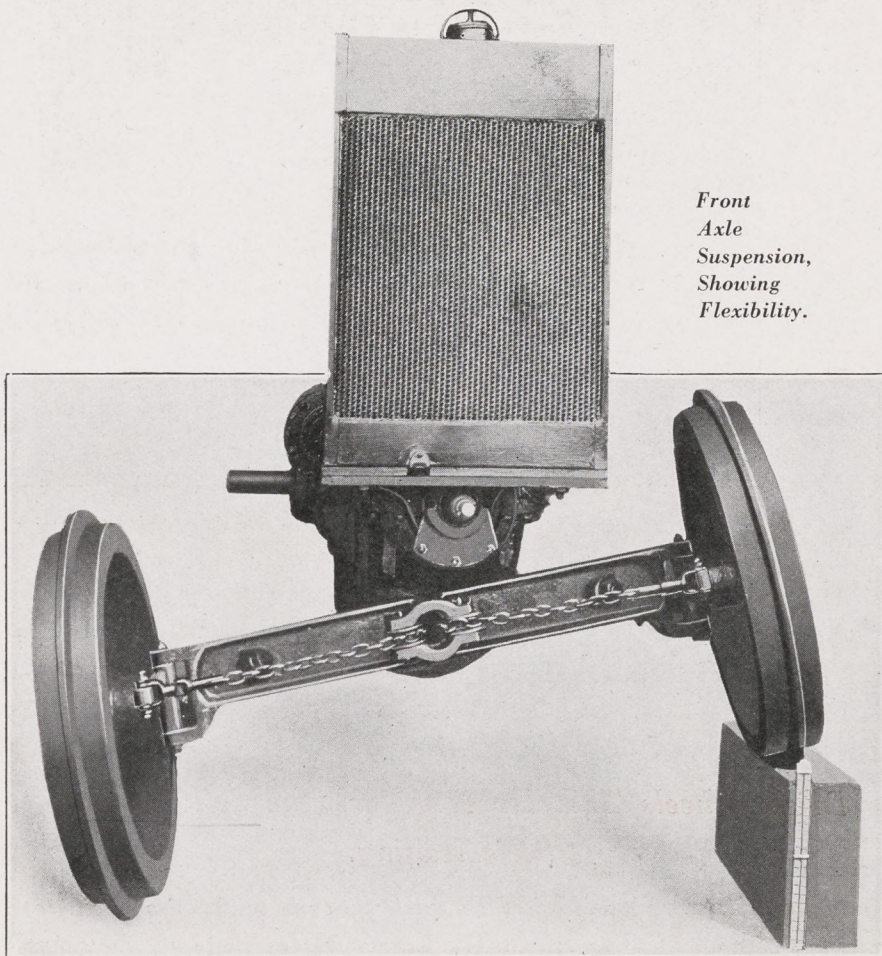
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States Government in its battleplanes. The severe requirements of such service is sufficient indication of the genuine worth of this part and its incorporation in the "Stockton" is in keeping with the general high grade equipment of this farm power plant.

### *Superior Lubrication.*

In the "Stockton" farm tractor, the oiling system is of the approved splash and force-feed type and is arranged to give perfect lubrication irrespective of the angle at which the tractor is operating. Neither

*Front  
Axle  
Suspension,  
Showing  
Flexibility.*

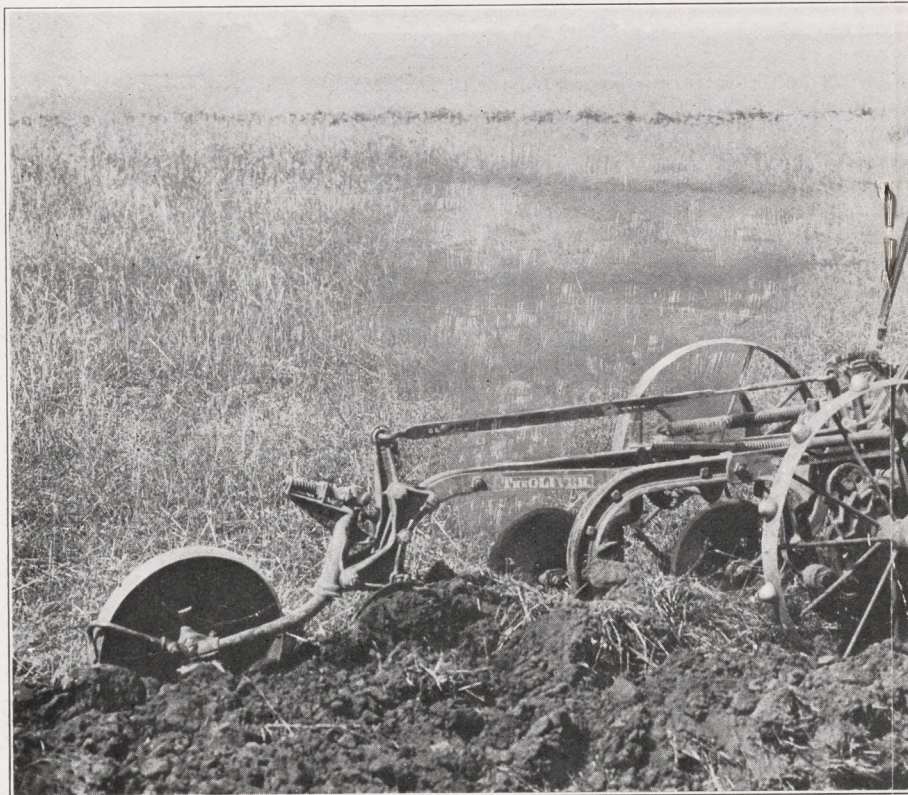




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BUILT SMALL ENOUGH FOR ODD JOBS—

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*A "Stockton" in the Field*

side-hill nor up and down-hill work lessens in the least the effectiveness of the lubrication system. This lubrication achievement enables this tractor to work with full power under conditions impossible for many tractors.

*Drive Wheels That Do Not Pack the Soil and are  
Self-Cleaning.*

The drive wheels of the "Stockton" are each made of a one-piece casting, without nuts or bolts. The uniqueness of their design makes



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YET BIG ENOUGH FOR THE HEAVY WORK

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*Operating an Oliver Plow*

them practically self-cleaning. They positively do not pack the soil. They secure traction under practically every soil condition, gripping the ground and leaving it without unusual slippage. Contributing to their sure-footedness is the fact that the weight of this tractor is so evenly distributed throughout that every wheel remains on the ground and traction is obtained constantly.

On account of the three-point suspension system, the "Stockton" works admirably over very rough, uneven ground without any unusual strain on driver or machine.



### *Using the "Stockton" for Stationary Work.*

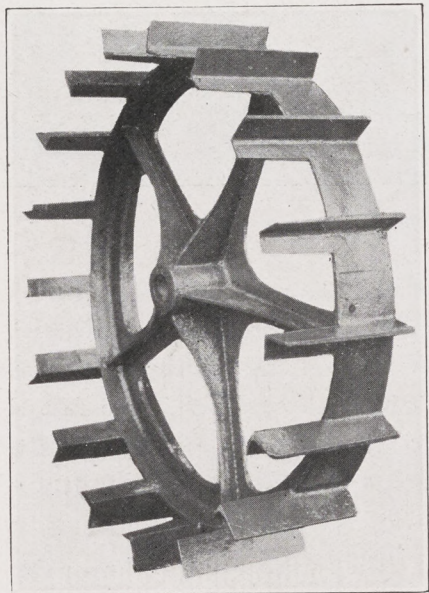
A simple pulley attachment for stationary work is an essential of present-day tractor equipment. The "Stockton" is fully equipped for such work. The belt can be readily and quickly adjusted and runs parallel with the length of the tractor.

### *Material in the Tractor.*

All material used in the construction of the "Stockton" two-plow farm tractor is selected and carefully tested to meet its special requirements; shaftings are drop-forged and gears are of the highest grade steel and are hardened and machine cut. All parts are the products of manufacturers specializing in the production of such items. The "Stockton" is made from the very best material obtainable.

### *Other Features of the "Stockton."*

The "Stockton" not only combines standardized and proved units, but combines them in accordance with correct principles and with a full knowledge of the demands that will be made upon each part in actual use. There are certain other qualities, too, that place the "Stockton" in the favor of the man who expects his tractor to do his work well. The small tractor, for example, to be practical, must be low, compact, narrow, light, quick in action and economical in operation.



*The "Stockton" Self-Cleaning Wheel*



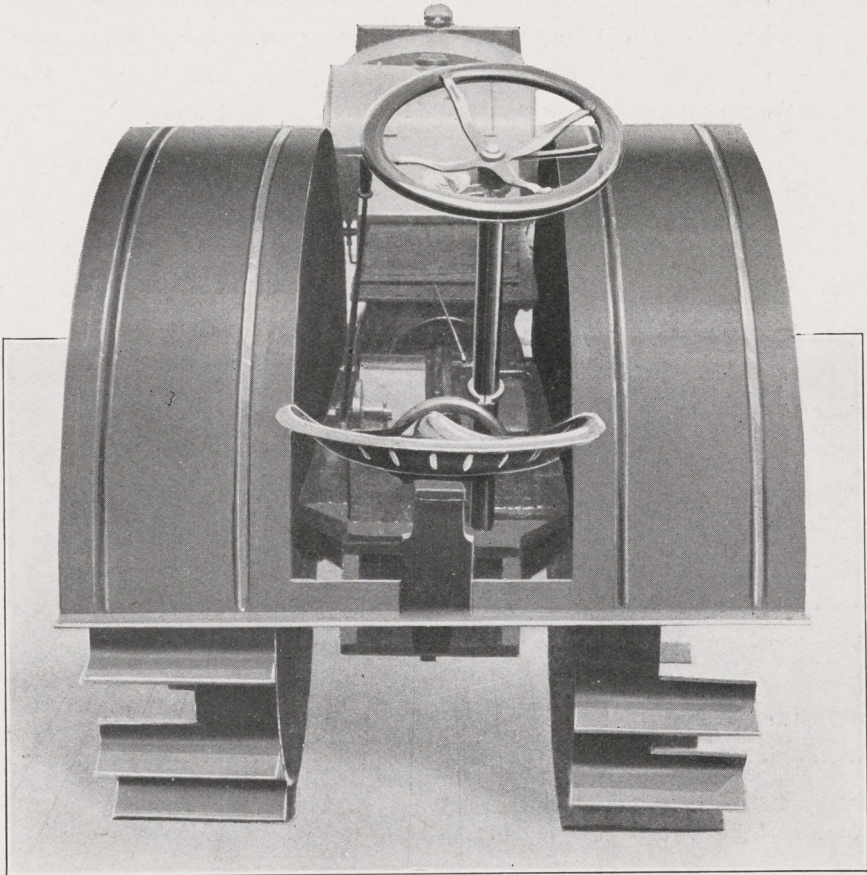
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THE "STOCKTON" EQUIPS YOU WITH PORTABLE POWER

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*Simplicity of the "Stockton."*

The tractor a farmer's boy can operate and take care of must be simply constructed. The "Stockton" is simplicity itself—simplicity is probably its greatest outstanding feature. It has fewer parts than other tractor designs and is easily taken down and put up. It is so simply constructed that any part may be readily reached and the operation performed in a minimum of time. Every part is get-at-able. A boy can operate the "Stockton." It starts readily and works steadily. The "Stockton" is easy to understand and to keep in running order. It is made for the every-day farmer for every-day work and will give long and efficient service.



*Rear View of Tractor, Showing Extreme Narrow Width*



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DIRECT AND STEADY POWER FOR ALL BELT WORK

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*An Official Test Record.*

Conclusive proof that the "Stockton" two-plow tractor delivers the power and the work claimed for it is contained in the following letter on what the "Stockton" did at the last tractor show at Sacramento:

DIVISION OF AGRICULTURAL  
ENGINEERING  
J. B. DAVIDSON  
R. C. INGRIM  
H. L. BELTON  
L. J. FLETCHER  
G. E. FERMERY  
(IN U.S. WAR SERVICE)

UNIVERSITY OF CALIFORNIA  
COLLEGE OF AGRICULTURE  
AGRICULTURAL EXPERIMENT STATION  
BERKELEY

BENJ. IDE WHEELER, PRESIDENT  
THOMAS FORSYTH HUNT,  
DEAN AND DIRECTOR  
H. E. VAN NORMAN, VICE-DIRECTOR  
AND DEAN UNIVERSITY FARM  
SCHOOL

ADDRESS REPLY TO  
UNIVERSITY FARM  
DAVIS, CALIF.

May twenty-second

1919

Messrs. Myers and Hart,  
1204 - 8th Street,  
Sacramento, California.

Gentlemen:

We beg to report the following results  
of a test made of the Stockton tractor at the  
demonstration field. Sacramento, May 10, 1919.

Conditions:

Load - Plow.  
Soil - Dry, firm, but rough.  
Dynamometer - Iowa Recording and Integrating.  
Draw Bar Pull - Average sustained for 50 feet.

Data:

Draw Bar Pull - 1455 lbs.  
Speed - 2.27 miles per hour.  
Draw Bar Horse Power Developed - 8.8

Very truly yours,

*L. J. Fletcher*  
Asst. Professor of Agricultural Engineering

JED:MRC

*J. B. Davidson*  
Professor of Agricultural Engineering



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THE "STOCKTON"—A TRACTOR MADE TO "FIT" THE FARM

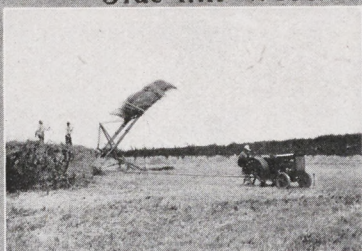
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Orchard Cultivation



Side-hill Work



Stacking Hay



Pulling Combined Harvester



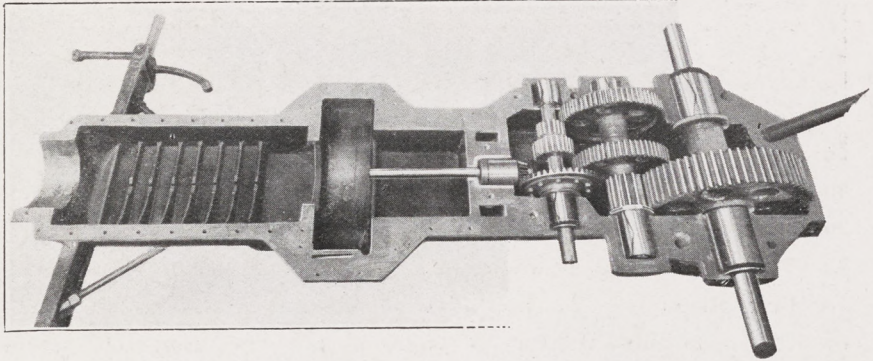
Cultivation in the Hills



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## CONSTANT POWER WITH UNIFORM MOTOR SPEED

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*Open View of Crank Case and Gear Housing*

### *Other Features of the "Stockton."*

The "Stockton" not only combines standardized and proved units, but combines them in accordance with correct principles and with a full knowledge of the demands that will be made upon each part in actual use. There are certain other qualities, too, that place the "Stockton" in the favor of the man who expects his tractor to do his work well. The small tractor, for example, to be practical, must be low, compact, narrow, light, quick in action and economical in operation.

How does the "Stockton" tractor measure up to this standard? The "Stockton" has two speeds forward and one reverse. In low it runs two miles an hour and  $3\frac{1}{4}$  miles in high. It is 52 inches in height at its highest point; is 48 inches wide, outside measurement, and but 18 inches wide inside its driving wheels. Its length of tread is 66 inches and its length over all is but 96 inches. This two-plow tractor weighs 3150 pounds. The narrow body and the tractor's quick action steering device permit very short, sharp turns and the handling of the implement is greatly aided by the semi-circular, oscillating drawbar attachment, which permits horizontal movement of the hitch. Under average conditions the "Stockton" motor will consume about  $\frac{1}{8}$  gallon of distillate per horse-power hour and is very economical in oil consumption.



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ITS VALUE AND USEFULNESS IS UNLIMITED

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### *Advantageous Location of Factory.*

The "Stockton" two-plow tractor is manufactured in Stockton, California, the city for which it is named and which is centrally located for prompt and proper distribution to Pacific Coast territory. It is particularly adapted to Pacific slope conditions and this central factory location assures prompt delivery of machines. The manufacturing facilities of the plant are being increased regularly to meet the demand for the "Stockton." In case of accident the centrally located factory also means prompt delivery of spare parts. The "Stockton" dealers are able to keep in close touch with the factory and the "Stockton" tractor users are assured of quick co-operation.



*A "Stockton" Pulling Three 26-inch Disc Plow*



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MAXIMUM POWER WITH A MINIMUM OF WEAR

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*Specifications.*

- Traction Members.* Four wheels. Two driving rear wheels.  
*Length.* 96 in. Width, 48 in. Height, 52 in. Weight, 3150 lbs.  
*Engine.* 4 cylinder,  $3\frac{1}{4} \times 5$ , cast in block, L head. 17 Brake H. P. at 1100 R. P. M.  
*Lubrication.* Gear driven pump; force feed to main bearings; splash.  
*Ignition System.* High tension magneto, gear driven.  
*Cooling System.* Modine Spirex Radiator, pump and fan.  
*Transmission.* Two speeds forward, one reverse; low 2 m. p. h.; high  $3\frac{1}{4}$  m. p. h.  
*Bearings.* Hyatt roller throughout.  
*Crank Shaft.* Chrome Nickel steel, 2 in. diameter.  
*Cam Shaft.* 1 3-16 in.; three bearings.  
*Base.* One unit; all parts running in oil and dust proof.  
*Clutch.* Multiple disc, Marine type, running in oil.  
*Belt Power.* Pulley furnished 12 x 6; speed 400 R. P. M.  
*Wheels.* Front 22" x 5"; rear 44" x 11" with fenders and road bands.  
*Plows Recommended:* Two 14-inch plows in easy going. Two 12-inch plows in ordinary work. Three 10-inch plows in orchard or vineyard work. A 5- to 6-foot double disc harrow.  
*Drawbar.* Oscillating.  
*Carburetor.* Kingston, one adjustment.

GLANVILLE HART  
General Manager

H. E. MYERS  
Sales Manager

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*Stockton Tractor Company*

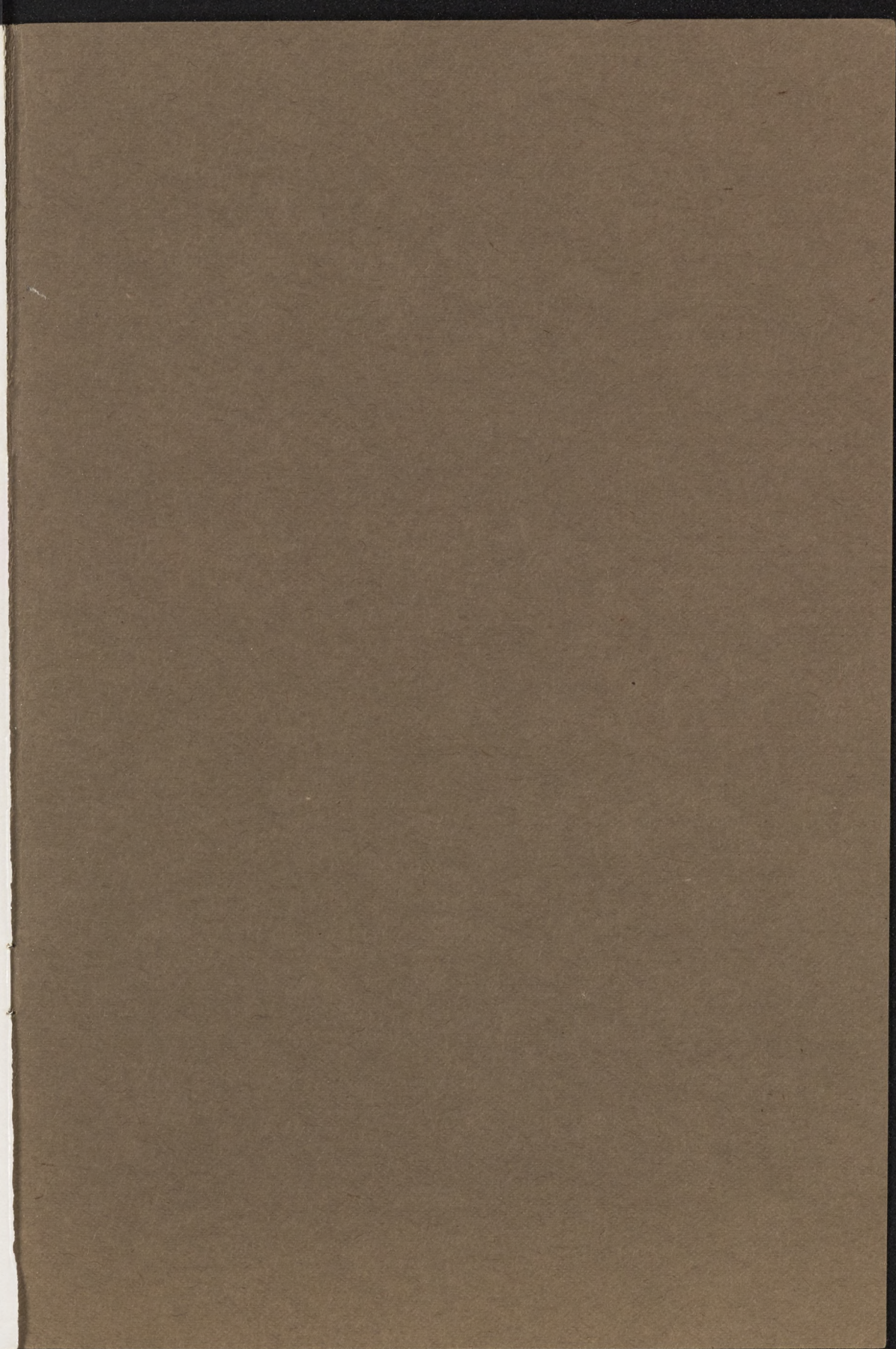
Manufacturers "STOCKTON" Farm Tractors

Factory and Main Office  
531 North Union Street  
Stockton, California

Branch: 1204-1206 Eighth Street, Sacramento

*Stockton Tractor Company*  
*will be pleased to consider applications from dealers in unassigned territory*  
*who can furnish satisfactory references*  
*as to experience and financial standing.*







DESIGNED BY KELLEY-DAVIS COMPANY, OAKLAND